

MEMORANDUM

28 November 1950

SUBJECT: BGFriend Air Operations

TO: []

FROM: []

DECLASSIFIED AND RELEASED BY
CENTRAL INTELLIGENCE AGENCY
SOURCE/METHOD/EXEMPTION 3B2B
NAZI WAR CRIMES DISCLOSURE ACT
DATE 2007

1. Commo Planes:

A. 207 (plane B) arrived LCFlake with motorola equipment not hooked up. Testing therefore was impossible. Plane returned to HTStein for completion of wiring hook-up without being used locally. Its deficiencies were same as in paragraph B. below.

B. 3818 (plane A) arrived locally in normal condition which for special use indicated deficiencies as follows:

- (1) Lights, large clock and intercom outlet should have been installed over motorola unit.
- (2) Oxygen equipment.

C. For both of the above planes the following equipment should be integral (and has been requested):

- (1) One (1) 400-gallon fuselage gas tank.
- (2) One (1) Bendix (ARN-11) DF unit (or equivalent) to permit accuracy in navigation to within one degree. (The present radio compass has a certain error of two degrees and a probable additional $2\frac{1}{2}$ degree error on either side of Zero Heading, which does not permit radio navigation with necessary accuracy (considered allowable error and yet remain within \pm 10 mile range of navigation point necessary for motorola radio contacts.)

D. Communications plan finally (about 1 - 5 November) bares fact that average length of each flight (first two weeks operations) averages 9 hours (allowing 30 minutes for each of two contacts -- spread apart from two to five hours). Although the above staggering of contacts appears security wise from a communications standpoint, it appears possible that the back door to the security barn was left open by regularly scheduling aircraft to be in a specific area on the same three days of each week at approximately the same time. (It appears that staggering the days (nights) of operating in an area

would also be

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would also be in order, and reducing the time between contacts, most desirable.

2. Covert Plane:

A. Plane arrived LCDrink on 13 September. Lack of accurate info on its departure time from HTStein or anticipated arrival LCFlake resulted in:

- (1) An alert by RHAF (Two Spitfire fighters were warmed up).
- (2) HTCurio military attache alerted by Flakes.
- (3) Plane landing and JBAlert crew taken into custody by Flake authorities. (HTCurio Military Attache authorities effected release. Our house finally notified and verbally flogged by HTCurio Military Attache Office.)

B. Aircraft crew delivered plane over to us as complete and pending arrival [] crew, plane was placed in secure part of airfield under Flake guard 24 hours a day. Arrangements were made with RHAF to turn up engines every three days until arrival [] crew who should thereafter assume regular maintenance responsibility and be assisted by RHAF as necessary. One RHAF officer was assigned to liaison duty with []

C. Plane as delivered:

- (1) Was without tool kit (engineering work).
- (2) Was without raft, Mae Wests, other life saving equipment for water landing.
- (3) Was without parachutes.
- (4) Had bad oil leak in left engine prop governor unit. Same engine had 670 hours time on it since overhaul.
- (5) Had non-functioning HF radio transmitter. At this date (20 November) is still operationally undependable although Commo working on it. VHF now operating -- and was without xtals.
- (6) Contained two flame dampeners, but both were for left engine.
- (7) Had relatively inactive instrument reading luminescence.
- (8) Contained no navigators equipment (i.e. loose gear, e.g. charts, compass, rulers, computer, etc.)

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- (9) Crew came to

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- (9) Crew came to LCFlake without either flying or work clothes.

D. RHAF offered to supply and furnished:

(1) Furnished on replacement basis:

- (a) Life raft - (Not accepted)
- (b) Mae Wests -(Accepted)
- (c) New engine - (Accepted tentatively for use at later date)

(2) Furnish as required:

- (a) POL's
- (b) Liaison Officer (Flight Engineer)
- (c) Instruments and other equipment (on exchange basis) as available and required.

E. JBA1ert offered to supply and furnished:

(1) Support as necessary materials available and necessary

(2) Actually furnished:

- (a) Life raft
- (b) Five A-5 chutes
- (c) One engineers tool kit

F. Navigators equipment and working and flying clothes were bought in local stores.

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